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 CENTRAL INTELLIGENCE AGENCY
 INFORMATION REPORT

REPORT

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COUNTRY Poland

DATE DISTR.

SUBJECT 1. Szczecin Harbor Installations
 2. Harbor Activities and General
 Conditions in Szczecin

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25X1

1. About 10 April 1955 while the ship docked alongside the east pier in the Reiherwerderhafen section of the port of Stettin (Szczecin), fire fighting drill was seen aboard a Soviet tugboat. Short and sharp orders were given and very smartly executed on the extremely overmanned vessel. The whole exercise was very quickly executed and apparently without any confusion. The general impression was that the crew was excellently trained and worked together perfectly.

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SECRET

25X1

-2-

2. On 16 April 1955, the following observations were made: The two loading bridges located in the Reiherwerderhafen which had previously been confiscated by the Soviets have been returned to the Polish administration, and two new bridges were under construction at this place, which would also be used to load coal. No coal was loaded there at the time. Work on the new bridges was observed. The new free zone for the Soviets is located at the Breslauerfahrt (passage) opposite the large grain elevator. This installation, 1,000 meters long, was recently erected, and is 7 meters deep alongside.

3. On the evening of 25 April, a ship sailing in ballast arrived at Stettin harbor and tied up in basin No. 1 of the so-called Netzhafen (a harbor basin) of the Steinbruchhafen. A large dump for the storage of lumber provided with a system of numerous field railway tracks extended from the northwest quay of the basin in a westerly direction. In 1954, only lumber logs were stored there. The ship's own gear was used for the loading operations, as no cranes were available on the quay, and the cargo was taken on in three working days. The work was partially done in two shifts. The loading operations were performed extraordinarily quickly and without the slightest hitch.

The usual loading operations generally took six or seven days to load a similar cargo. It was believed that the exaggerated demands of the trade unions in the countries were the main reason why loading there went on so slowly. The short laydays in the satellite harbors mean a considerable advantage to the shipowners.

once the Soviets decided on a policy the lumber export would collapse. The loaders seemed to be interested in their work, workers who were employed in remote corners without being supervised were by no means loafing.

the longshoremen appeared half an hour before work time and, without being supervised or being compelled to, were doing gymnastics using the apparatus available on the spot. Music was emitted from a loudspeaker installed at the loading place during the working hours, while spoken messages were only seldom heard. The foreman seemed to be a communist and an ambitious man judging from what he said and the zeal he showed. He was absolutely reliable and saw to it that loading was quickly done. On the second day, for example, the loading operations had to be temporarily disrupted because some railroad cars carrying lumber from Czechoslovakia had to be unloaded. Although it was off-time, the foreman reappeared at the ship at 1930 and continued the loading operation with two gangs, eagerly lending a hand himself. It was not necessary to urge the workers on even during this additional work. The foreman of the lumber stowers did not care much about work, but went aboard during meals to beg for fruit for his children.

4. Above- and below-deck searches were made by two officers and men in green uniforms who proceeded in a most correct manner and did not accept any of the drinks or cigarettes they were offered. The customs officers, almost exclusively elderly men, spoke good German. On finishing the clerical business all of them gladly accepted a glass of brandy, which they put back on the side board immediately after drinking it up. Each of them accepted a pack of cigarettes they were offered. They complained about heavy smuggling by the sailors, whose masters always returned the full amount of bribe received by the sailors. The crew was always drunk when it returned from leave ashore.

One of the border-police officers referred to a search

SECRET

SECRET

25X1

-3-

book, as he repeatedly looked at the Captain's name in the passport, and subsequently tried to find his name in his search lists. It was not until that officer had carefully checked the Captain's pass and talked with his own colleagues in Polish that a shore permit was handed to the Captain.

5. Visit ashore in Stettin

Between 25 April and 28 April 1955, a large number of trucks and automobiles driving in the direction of Stettin were observed on Altdammerstrasse. The inscriptions on them indicated that they came from Naugard, Stargard, Kolberg and other Pomeranian towns. One of the cars even was marked "Stargard", the German name of this town. These vehicles carrying young folk of both sexes were adorned with Polish and Soviet flags. Vehicles of similar appearance were also seen in the city, for example, on the Gruene Schanze and in the Paradeplatz. Numerous people, mostly young folk, wearing sport overalls, with numbers on the back, walked up and down;

The few remaining pedestrians seemed to be little interested in these events or showed no interest at all. the liberation of Stettin, which had taken place ten years ago, was celebrated. For the rest, Stettin still offered a desolate aspect in comparison with the prewar time. Only a few obsolete automobiles were seen on the streets and the old street cars looked entirely used up. It was believed that it was Stettin's turn to be reconstructed after Warsaw had been built up again.

6. Only one loading bridge was available on the east side of Reinerwerderhafen. The other bridges had been replaced by modern cranes. A former German car tipper was still at the northern corner of the quay opposite the Parnitz River. Two or three large loading appliances, apparently recently erected were on the south side of Steinbruchhafen between basins No. I and II. While the ship was in harbor, a barge carrying railway tracks was lying in harbor basin No. I. the rails were unloaded exclusively by members of the harbor police of both sexes wearing blue uniforms. New luffing cranes were erected on the premises of the former Stinnes firm.

7. The shiphandler stated that the former Caesar Wollheim shipyard near Gotzlow would be built up again. The Kratzwick plant was in operation. a large tub containing molten metal was tilted. The wharf near Feidmuhle seemed to be operational again. All cranes which had toppled had been removed. The look-out post near Kratzwick has been transferred more northward to Kranichwerder. When the ship put in, the look-out man showed number "77" on a large board which indicated the number of the berth. It was also stated that the Papenwasser channel was continually dredged during the summer season. During this period the old channel to the east of it would be buoyed, and all shipping was conducted through this fairway. (between Leitholm and the Mankow bend). A round iron wall, 2.5 to 3 meters in diameter and about 1.5 to 2 meters above the water, was located off Marquardts-Graben about 53°32.4' N. It was believed that it possibly was the foundation of a new beacon. Two or three salvage vessels were engaged in lifting a comparatively large underwater part of a wreck (not a submarine) in the Camel Strom.

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